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## Airport Certification Specifications

\_\_\_\_\_ Airport  
City, State

### Section A

1. General. These specifications establish the safety requirements which will be in effect at the \_\_\_\_\_ Airport during unscheduled (charter) operations of air carrier aircraft with more than 30 seats, in accordance with Part 139 of the Federal Aviation Regulations. The airport is expected to serve occasional charter operations by these aircraft. *(If airport does not have 24-hour ARFF protection, add: "and prior notice to the Airport Manager by the air carrier concerned will be required before approval for use of the airport.)* This procedure will insure compliance with Title 49, United States Code: Subtitle VII, Part A, Section 44711, which states:

"A person may not- operate an airport without an airport operations certificate required under section 44706 of this title or in violation of the term of any such certificate;..."

2. Inspection Authority. The \_\_\_\_\_ Airport shall allow the FAA Administrator to make any inspections, including unannounced inspections, or tests to determine compliance with Part 139 of the Federal Aviation Regulations and these specifications.

3. Deviations. In emergency conditions requiring immediate action for the protection of life or property, involving the transportation of persons by air carriers, the *(certificate holder name)* may deviate from any requirement of Subpart D of Part 139 of the Federal Aviation Regulations to the extent required to meet that emergency. In such an event, the *(certificate holder name)* shall, as soon as practicable, but not later than 14 days after the emergency, report in writing to the FAA Airports Division Manager stating the nature, extent, and duration of the deviation.

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4. Airport Information. The \_\_\_\_\_ Airport is owned and operated by the *(certificate holder name)*. It is located approximately *(miles, direction)* of the central business district of the *(associated city)*, at an elevation

of \_\_\_\_ feet. The airport provides fuel, line services, terminal facilities, and an instrument approach using a *(type of navaid)*. Air Traffic Control services are provided by *(Control Tower if any, or Center or approach control facility)*.

5. Line of Succession. The \_\_\_\_\_ Airport is operated by a *(City Department, Commission, Authority etc.)*. The airport is under the direct control of an airport manager appointed by *(City Council, Mayor, Chairman, etc.)*. In the absence of the Airport Manager, the line of succession for airport operational responsibility is:

*(List)*

6. Exemptions and Limitations. The airport is subject to the following exemptions from the requirements of FAR 139: *(list any by exact Section # and date of expiration of exemption)*. The airport is limited to serving air carriers *(specific items will be listed, such as aircraft in ARFF Index A only, etc.)*.

7. Air Carrier Movement Area. The movement area is the runways, taxiways, and other areas of the airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas. Air carrier movement areas are shown on (Fig. \_\_, Exhibit \_\_) and are described as follows:

Runway <i>(List)</i> <i>end</i>	Length	Width	Surface <i>(asph, conc.)</i>	Strength <i>(Single, Dual, etc.)</i>	Safety Area <i>(length off each rwy &amp; total width)</i>
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Taxiways <i>(List)</i>	<i>(total width of safety area)</i>
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C

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## Section B

1. Pavement Areas. The airport shall maintain and promptly repair the runway(s), taxiway(s), and the parking apron(s) available for air carrier use as follows:

a. Pavement edges will not exceed 3 inches difference in elevation between abutting pavement sections and between full strength pavement and abutting shoulders.

b. The pavement shall have no hole exceeding 3 inches in depth nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5-inch diameter circle.

c. The pavement shall be free of cracks and surface variations which could impair directional control of air carrier aircraft.

d. Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable. This requirement does not apply to snow and ice accumulations and their control, including the associated use of materials such as sand and deicing solutions.

e. Any chemical solvent used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.

f. The pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

g. Pavement Maintenance Procedures. *(Describe resources, responsibility and procedures for maintaining pavement to the above standards, including reporting discrepancies, work orders if used, equipment availability, and responsibility for final inspection and approval of repairs and return to service.)*

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9. Safety Areas. Safety areas are designated areas abutting the edges of a runway or taxiway and are intended to reduce the risk of damage to an aircraft inadvertently leaving the runway or taxiway. Runway and taxiway safety areas available for air carrier use shall be maintained as follows:

a. Each safety area shall be cleared and graded, and shall have no potentially hazardous ruts, humps, depressions, or other surface variations.

b. Each safety area is drained by (grading, storm sewers, etc.) to prevent water accumulation.

c. Each safety area is capable under dry conditions of supporting snow removal equipment, aircraft rescue and

firefighting equipment, and supporting the occasional passage of aircraft without causing major damage to the aircraft.

d. No objects are located in any safety area, except for objects that need to be located in a safety area because of their function. These objects are constructed, to the extent practical, on frangibly-mounted structures of the lowest practical height with the frangible point no higher than 3 inches above grade. Nonfrangible objects within the safety areas are:

*(List if any, and describe location, such as "Air National Guard arresting barrier equipment 1000 ft from approach end Runway 17L," or use drawing or sketch of airport.)*

e. Safety areas are shown by *(shading, crosshatching, etc.)* on (Fig. \_\_\_, Exhibit \_\_\_).

f. Safety areas of no less than the above dimensions will be provided and maintained unless construction, reconstruction, or significant expansion of a runway or taxiway occurs in the future. In such cases, a safety area which conforms to the dimensions acceptable to the FAA shall be provided to the extent practicable at the time that construction, reconstruction, or significant expansion begins.

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g. Safety Area Maintenance Procedures. *(Describe resources, responsibilities and procedures for maintaining safety areas to the above standards, including reporting discrepancies, work orders, equipment availability, and responsibility for final inspection of repairs and return to service.)*

10. Marking and Lighting. Pavement marking, guidance signs, and lighting will be maintained on the airport for air carrier use as follows:

a. Marking - Runways will have at least the markings appropriate for the runway approach category, defined in FAR Part 77 as:

Runway Approach Category	Marking Required
Utility	
Visual	A(V) Centerline, Designation
Nonprecision Instrument	A(NP) Centerline, Designation Threshold
Larger than Utility	
Visual	B(V) Centerline, Designation
Nonprecision Instrument	

#### Visibility Minimums

> 3/4 Mi.	C	Centerline, Designation Threshold
< 3/4 Mi.	D	Centerline, Designation Threshold
Precision Instrument	PIR	Centerline, Designation Threshold, Fixed Distance, Touchdown Zone, Side Stripes

In addition, fixed distance marks are painted on runways longer than 4000' used by turbojets.

#### Air Carrier Runway Approach Categories

Runway	FAR 77 Category
16	A(V)
34	A(NP)
8	C
26	PIR

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Taxiway marking - *(describe, such as "Yellow centerlines and holding position marking no less than six inches wide on all taxiways, double yellow edge marking where appropriate, exit lines from runways.")*

Displaced threshold marking - *(describe, if any, such as "Displaced threshold marking on Runway(s) \_\_\_\_\_ as shown on Fig. \_\_\_\_.")*

Relocated threshold and blast pad marking - *("Yellow chevrons", if any)*

b. (Describe procedures for marking maintenance, including availability of striping equipment, responsible organization, and inspection for conformance to the above requirements prior to reopening area to service.)

c. Guidance Signs - The sign system meets FAA standards described in A.C. 150/5340-18C, 150/5340-44E, and 150/5340-1G. See Guidance Sign Plan, (Fig. \_\_\_\_\_, Exhibit \_\_\_\_\_, etc.)

*(The Sign Plan should: be easy to read and review, be drawn to scale with signs shown reasonably close to the actual position, show the runways, taxiways, aprons, and service roads which lead onto them, identify the existing and future runways and taxiways (consistent with the approved Airport Layout Plan) and any proposed changes to the designations, include a Table listing each sign's legend, size, style and*

type as listed in A.C. 150/5345-44E, show the airport name, sponsor name, and FAA approval date of the plan.)

(The air carrier movement area must have a complete, standard sign system, as described in Advisory Circulars 150/5340-1F, 150/5340-18C, and 150/5340-44E, or an exemption would be required and temporary signs installed until a permanent, standard system could be provided.)

d. Land and Hold Short Operations (LASHO)

Describe the LAHSO currently in effect, in the following format:

<b>Runway</b>	<b>Location Designation</b>	<b>Time</b>	<b>Condition</b>
14L	Prior to Rwy 4R/22L intersection	Day	Dry
32R	Prior to Rwy 4R/22L intersection	Day/Night	Wet
32R	Prior to Taxiway B2 intersection	Day/Night	Dry
4R	Prior to Rwy 14L/32R intersection	Day	Dry

This table should include a brief paragraph verifying that marking and signs are in place in accordance with current Advisory Circulars, otherwise note that Order 7110.114 allows Air Traffic to continue existing LAHSO operations without the signs and marking only until July 1, 1998. The Letter of Agreement should NOT be included in the ACS.

e. Lighting - *(Use a Table to describe system as MIRL, HIRL etc. plus taxiway lighting/reflectors. Describe rotating beacon colors and location on airport.)*

Runway and Taxiway Lighting		
Runway	Lighting System	Approach Lights
5-23	Medium Intensity	Medium Intensity with Runway Alignment Indicator Lights (MALSR/RAIL) Runway 23
18-36	HIRL	(FAA-owned MALSR/RAIL)
Taxiway	Lighting System	
A	Medium Intensity Taxiway Lights (MITL)	
B	Green centerline reflectors	
C	MITL north of Rwy 5-23, blue edge reflectors south	
Y	Elevated edge reflectors	

***Note: Runways with straight-in instrument approach procedures have amber lenses on the last 2000 feet to indicate the caution zone.***

*(Describe lighting and guidance sign maintenance including availability of qualified electricians or electrical contractors, work orders, and inspection of repairs prior to return to service.)*

f. Obstruction Marking and Lighting - Any obstructions in the airport imaginary surfaces, as defined by Part 77 of the Federal Aviation Regulations, will be marked and lighted unless marking and lighting is determined to be unnecessary by an FAA aeronautical study. Currently the following obstructions are required to be marked and/or lighted:

(List if any, or show on sketch or Obst. Chart)

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Section C.

1. Aircraft Rescue and Firefighting.

a. Rescue and firefighting capability is provided

(certificate holder? other agency? Military?) during operations of air carrier aircraft with more than 30 passenger seats. Vehicles and personnel will be on duty at the airport from no less than 15 minutes prior to scheduled arrival until the aircraft reaches the terminal area, and again from departure until 15 minutes minimum after the actual departure. If the required protection is not available, the airport manager will deny the air carrier permission to operate at the airport.

b. The following equipment will be provided:

Index	Typical Aircraft	Vehicle(s)	Personnel	Agent
A	SAAB 340, ATR-42		#	(Quantity of
water, chem)	Fairchild F-27 deHavilland Dash-7			dry
Length <90'				
B	Boeing 737 DC9-40 Bae 146-200, 300		?	? ?
90'-<126'				
C	DC9-50, MD-80		?	? ?
126'-<159'	Boeing 727/757			

c. Vehicle equipment: VHF Radio (ATC/CTAF Frequency, Local fire frequency radio)  
 Rescue tools  
 Hydraulic rescue kit/Hurst tool  
 Emergency generator  
 Ladder and pike pole  
 Fuselage penetrator/nozzle  
*(List others and revise above)*

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d. Personnel Training: Firefighters assigned to ARFF will be trained in the following subjects:

Airport Familiarization  
 Aviation communications  
 Aircraft firefighting procedures  
 Aircraft emergency evacuation assistance  
 Airport emergency plan  
 Basic First Aid  
 Extinguishing agents



Emergency alerting system

e. Protective Equipment: Firefighters are equipped with  
*(Proximity suits or bunker clothing)(Air paks - list and describe breathing apparatus  
available)*

## Section D

### 1. Ground Vehicles. During air carrier operations:

a. Only ground vehicles necessary for airport operations are permitted access to the movement areas and safety areas.

b. When the Control Tower is in operation, vehicles are controlled through communications with the Tower or by an escort vehicle with communications with the Control Tower. Vehicles will remain clear of the runway and runway safety area during aircraft landings and takeoffs.

c. When the Control Tower is not in operation, operators of vehicles in the movement area will monitor Tower frequency (*Common Traffic Advisory Frequency*) and will remain clear of the runway and runway safety area during aircraft landings and takeoffs.

d. Vehicles operating in the movement area at night are equipped with flashing (color) beacons, or are escorted by a vehicle which is so equipped.

e. (*Describe other local vehicle control procedures, entry gates, warning signs, fencing, etc.*)

f. The (*certificate holder*) ensures that each employee, tenant, or contractor who operates a ground vehicle on any portion of the airport which has access to the movement area is familiar with the airport's procedures for the operation of ground vehicles and the consequences of noncompliance. (*Describe vehicle operator training, whether by airport or tenant, licensing or certification if used, etc.*)

Section E.

1. Snow and Ice Control. (Prepare snow and ice control plan using guidance in A.C. 150/5200-30, Airport Winter Safety and Operations.)(Not required for airports in southern Louisiana and Texas)(For additional guidance, also refer to ATA Snow Removal Handbook.)

2. Traffic and Wind Direction Indicators. A standard lighted wind cone and segmented circle is installed on the airport *(location)*. *(Or describe type of wind indicators)*. Traffic patterns are *(standard)(nonstandard)*. *(List ends if nonstandard and describe type and location of traffic pattern indicators. Describe maintenance procedures including work orders, availability of replacement cones, etc.)*

3. Hazardous Materials. Aviation fuels normally are the only hazardous materials handled on the airport. Fueling is conducted by the (airport staff/FBOs). Fueling personnel are trained in the following:

*( List, including fire safety)*

a. *(Describe fuel storage/fueler security and control of access by public.)*

b. *( Describe fire safety in storage/ramp areas and vehicles.)*

c. *(Describe local fire codes applicable to aviation fueling and any applicable airport rules and regulations.)*

d. *(Describe grounding procedures for air carrier refueling.)*

4. Self-Inspection Procedures. The airport manager or his designated representative will conduct a safety inspection of the airport (daily recommended, but no less often than weekly) to determine compliance with FAR 139.305, Paved Areas; 139.309, Safety Areas; 139.311, Marking and Lighting; and with these specifications. If these requirements are not met to the extent that uncorrected unsafe conditions exist on the airport, the airport shall limit air carrier operations to those portions of the airport not rendered unsafe by those conditions.

5. Airport Condition Reporting. Notices to Airmen (NOTAMS) are generated and controlled by the (Airport Manager, Maintenance Supervisor, etc.) and issued through the \_\_\_\_\_ Flight Service Station. (Describe procedure for logging, monitoring, and cancelling NOTAMS, identify personnel authorized to issue.) Prior to air carrier operations, the airport manager will review the accuracy of any airfield NOTAMS and will insure that information needed for a specific air carrier operation is available to that air carrier through the NOTAM system, telephone notification, letter, or other means. Reporting shall provide information on the following conditions:

a. Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.

b. Surface irregularities on movement areas or loading ramps and parking areas.

c. Snow, ice, slush, or water on the movement area or loading ramps and parking areas.

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d. Snow piled or drifted on or near movement areas such that air carrier aircraft propellers, engine pods, rotors, and wingtips will not clear any snowdrift or snowbank as the aircraft's landing gear traverses any full strength portion of the movement area.

- e. Objects on the movement area or safety areas contrary to FAR 139.309.
- f. Malfunction of any lighting system required by FAR 139.311.
- g. Wildlife hazards on the airport such as large animals or flocks of birds. (*Wildlife includes domestic animals out of the control of their owner.*)
- h. Newly-created obstructions to air navigation.
- i. A copy of the form(s) used for logging and cancelling NOTAMs is included as (Fig. \_\_\_\_, Exhibit \_\_\_\_.)

6. Airport Personnel. The \_\_\_\_\_ Airport shall provide and maintain sufficient qualified personnel at the airport to comply with the requirements of FAR 139 and these specifications. The current airport organization, staffing, and position titles are shown on the organization chart (below; on Fig. \_\_\_\_.)

## Section F

1. Maintenance of Specifications. The (Airport Manager) will keep these specifications current at all times and will submit proposed amendments to the FAA Airports Division for approval no less than 30 days prior to the proposed effective date, unless a shorter filing period is allowed by the FAA. One complete and current copy of these specifications will be maintained on file in the Airport Manager's office, and will be available for inspection by the FAA on request. All airport personnel with responsibilities under these specifications will be furnished with current copies or applicable portions. Distribution of copies and revisions will be as follows:

Airport Manager - ?  
FAA Airports Division - 1  
Fire Department - ?  
Control Tower - ?  
Airport Commission/Board Members - 1 each  
*(List others as needed)*

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Approved for The *(Certificate holder)*

*(signature)*

Airport Manager

Airport Certification Specifications  
\_\_\_\_\_ Airport

# Page Revision Log

Revision	Date FAA	Date	Description of Revision
Number	Approved	Issued	
Original			New Specifications